

## Interested Sources, Informational Synopsis

The KC-135 ATS Acquisition Team proposes to negotiate an agreement and issue a Task Order under the current TSA II Contract on a Sole Source basis to Flight Safety Services Corporation (FSSC), the incumbent on the current Contract, (F33657-91-C-0072) for a continuation of the broadly scoped CLS support encompassed by that arrangement. This prospective “Bridge Contract” would be awarded immediately upon conclusion of the current contract for one base-year 12-month period of performance in FY08, with two one-year options (total 3 years).

This action would effectively postpone re-competition for a follow-on CLS Contract until the FY2010 timeframe. This necessitates our seeking an Exemption to Fair Opportunity for the other awardees under the TSA II vehicle as engendered by this plan.

The KC-135 ATS program faces a confluence of events in the next four years that compels bold proactive management intervention to ensure vital and flexible training continues without interruption during a period of wartime heightened ops tempo, completion of the integration of major hardware, software, and courseware changes associated with the GATM modification, and simulator moves in response to BRAC realignments.

USAF KC-135 aircrew training requirements have recently driven formal training to peak production rates. Production rates will continue at peak levels through at least FY08 to meet projected requirements expressed by the lead (AMC) and seven user commands.

Flight Safety Services Corp’s (FSSC’s) success in integrating GATM into the Training program, in conjunction with successes by others in the KC-135 Aircraft GATM Modification, has propelled the KC-135 GATM program into the lead position in USAF for this capability. The KC-135 program, by both flying and training GATM capability, has achieved the only successful integration of GATM systems into mobility aircraft to date, vis-à-vis the C-17, KC-10, C-130, and C-5 programs. FSSC has demonstrated a unique training capability as the sole repository of successful KC-135 GATM aircrew courseware development and technical/engineering expertise. To continue this positive track record, and fully implement a successful GATM training program, and with the final GATM aircrew training milestone of successfully migrating GATM into the formal training syllabi at Altus AFB soon to be at hand, FSSC has demonstrated that it is uniquely qualified to complete this effort.

Base Realignment and Closure (BRAC) public releases suggest a potential for relocating 5 of the 20 major KC-135 simulators, training assets, and instructor training teams during this timeframe. FSSC recently completed the engineering design and installation/ integration of a very complex new 225 degree by 45 degree visual display system onto 19 KC-135 simulators, bringing new life to legacy systems, but also creating a unique configuration among Air Force Simulators. FSSC retains unique knowledge and expertise needed to safely and successfully disassemble ship and reassemble these simulators with low risk of damage to components.

The process outlined to retain this consolidated program under a “Bridge Contract” approach accommodates the dynamic variables of KC-135 aircrews’ high deployment rates, which often exceed 200 days/year, and assures availability of critical emergency procedures training to aircrews. In each program year, more than 2,200 pilots are trained aboard KC-135 simulators while an additional 1,100 KC-135 aircrew members receive academic training for a total production of 3,300 students per year, more than any other Air Force Mobility aircraft training program. One must gain an appreciation for the administrative complexity of managing

to this highly productive outcome under the complex circumstances described to understand the need for a “Bridge Contract”. Our goal must be to continue to provide, without interruption, the vital and flexible aircrew simulator training demanded by our customers.

Services under this “Bridge Contract” would encompass the same broadly scoped comprehensive Operations and Maintenance (OM&S) support engendered in the previous Contract, F33657-91-C-0072. This would include, but not be limited too:

- OM&S for 22 Aircrew Training Devices (ATD) and their operating software at fourteen KC-135 Training facilities.

- Initial aircrew training and continuation training of pilots and other aircrew members.

- Sustainment of existing courseware spanning 200 lessons and 18 formal courses under a continual process of updates.

- Development and sustainment of software to support desktop and laptop Computer Based Training (CBT) systems.

- Performing quality assurance and assessment to seek continuous improvement of existing training programs.

- Operation of the KC-135 ATS Training Systems Support Center (TSSC), which maintains hardware, courseware and software baselines, manages the ordering and re-supply of parts, is responsible for testing and verification of all courseware, and manages core systems engineering.

Scheduling a follow-on, i.e., re-competition without the “Bridge Contract” would require preparation of a Statement-of-Work and evaluation criteria and substantial allocation of resources associated with Source Selection. The confluence of factors outlined here would have to be fully addressed. This would result in the same findings, that FSSC is the only TSA awardee capable of providing a technically qualified “best value” to the Air Force. Competitors would have to receive training and acquire in-depth knowledge of GATM which FSSC already possesses. These programs would complicate the ramp-up process and increase risk and cost in the transition to a new ATS Contractor.

A more manageable business approach would be to use the “Bridge Contract” vehicle to have the existing ATS Contractor complete the GATM conversion and relocation efforts, carrying us through this turbulent period to a time where GATM configuration baseline will be available, Ops Tempo is likely to be at less than current peak levels, and BRAC realignments will have been completed. Under this scenario, an atmosphere much more conducive to expanded competition and manageable risk will be at hand.

The Air Force program team seeks comments and any information that we may be unaware of in regards to this plan. Comments and questions should be directed to the following e-mail address:

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